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(54) **VEHICLE WITH COMBINATION BODY,
TAILGATE, AND CONVEYOR ASSEMBLY**

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B60P 1/04 (2006.01)
B62D 33/02 (2006.01)
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CPC ... **B60P 1/00** (2013.01); **B60P 1/04** (2013.01);
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B62D 33/03 (2013.01)

(58) **Field of Classification Search**
CPC B60P 1/36; B60P 1/38
USPC 414/518–520, 528; 296/61, 193.08,
296/203.04; 198/816

See application file for complete search history.

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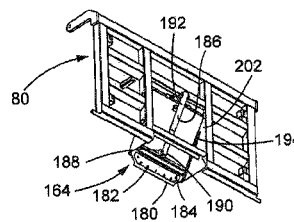
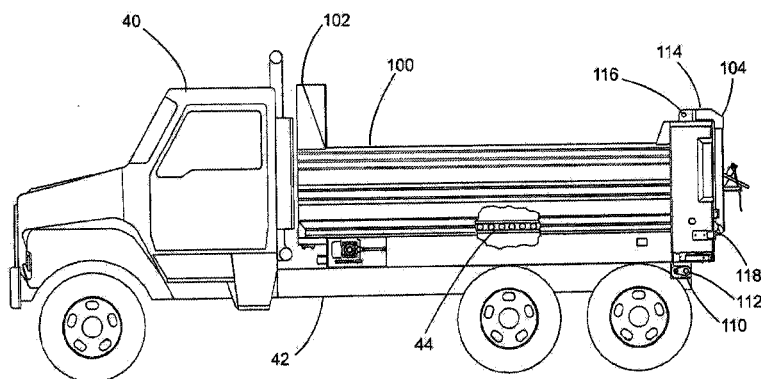
Primary Examiner — Jonathan Snelting

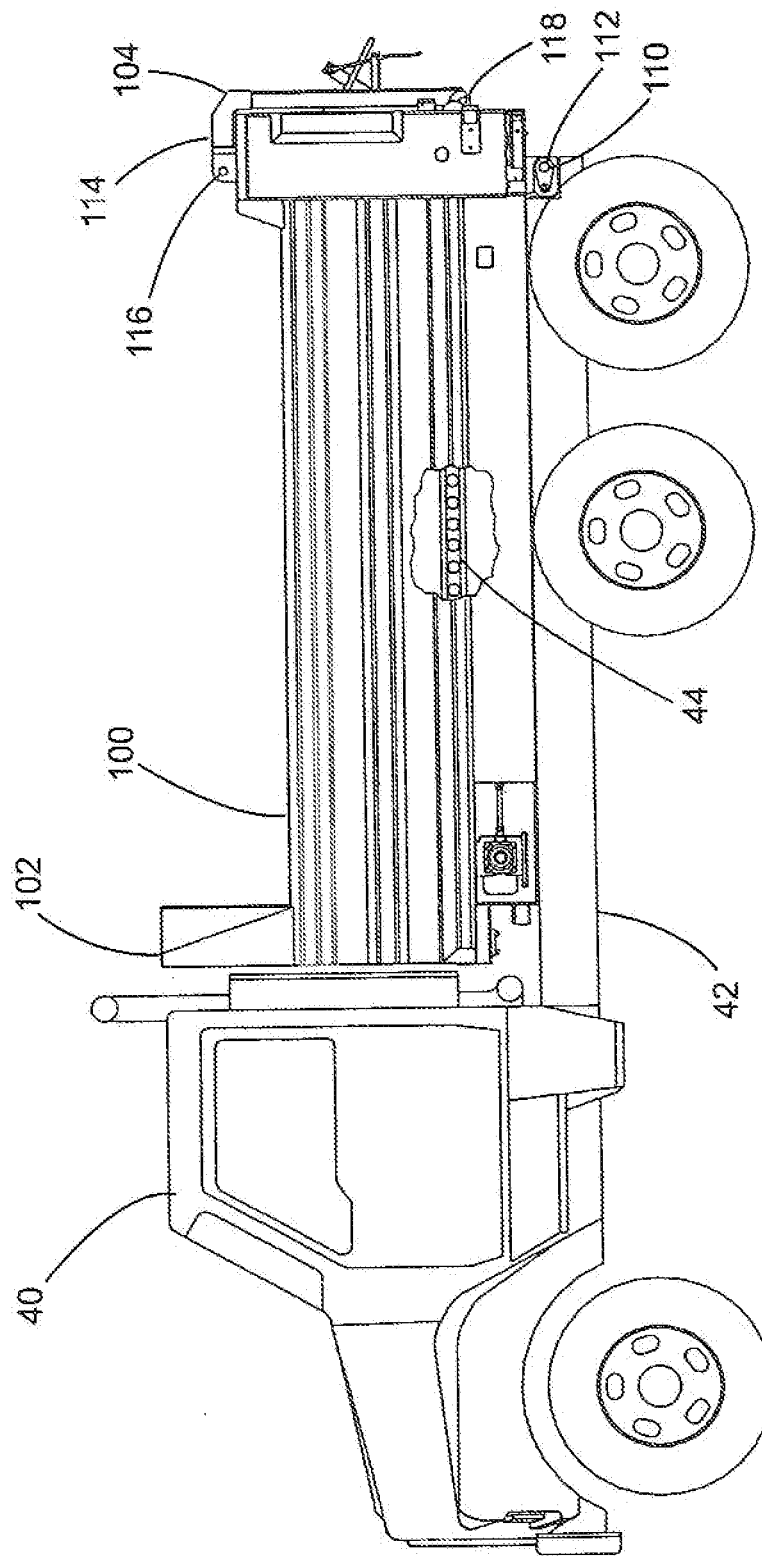
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(57) **ABSTRACT**

A vehicle can include a chassis, a combination body pivotally secured to the chassis, a conveyor assembly disposed within the body and adapted to convey materials stored within the body out therefrom, and a tailgate attached to the body. The body includes a front end, an open rear end, and first and second side walls extending therebetween. A rear body superstructure extends around the rear end of the body to reinforce and strengthen the rear end of the body. The conveyor assembly includes a conveyor shaft assembly that allows for easy removal and installation of conveyor shafts and accompanying parts. A tailgate chute is removably mounted to the tailgate via a pair of mounting hooks and a mounting bar extending across an opening of the tailgate.

19 Claims, 10 Drawing Sheets





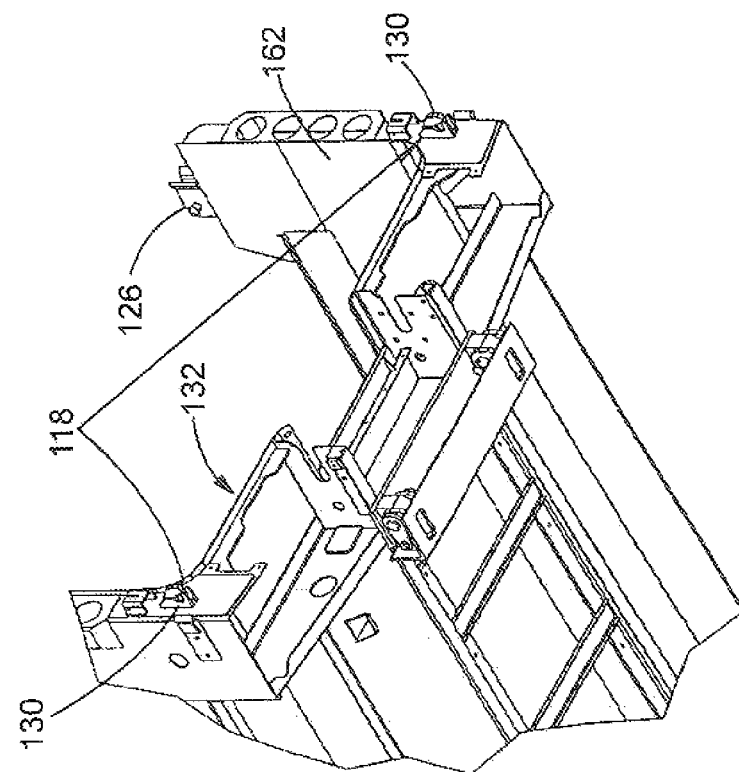


FIG. 3

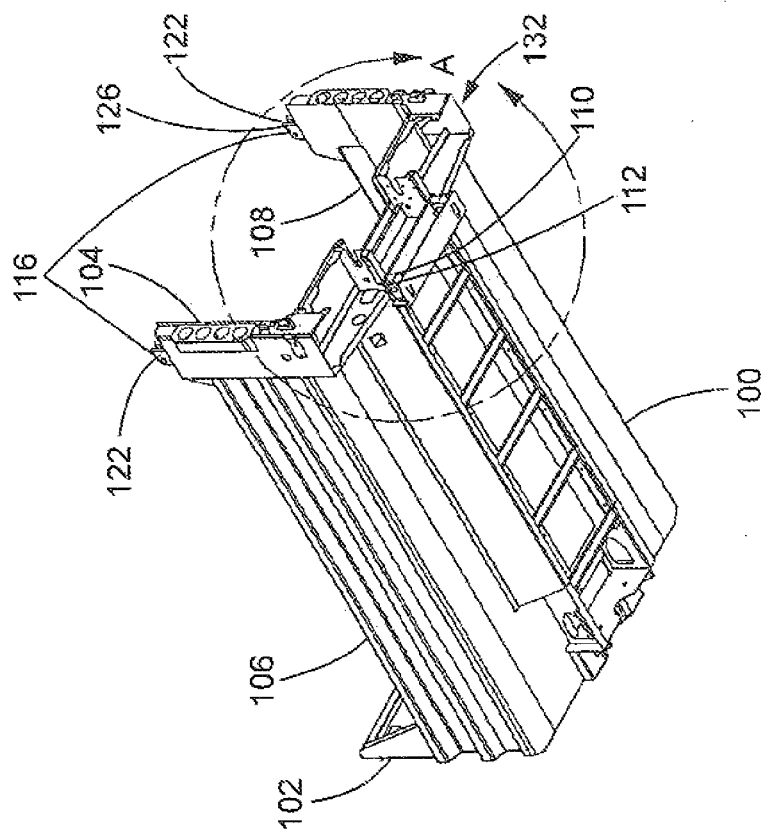
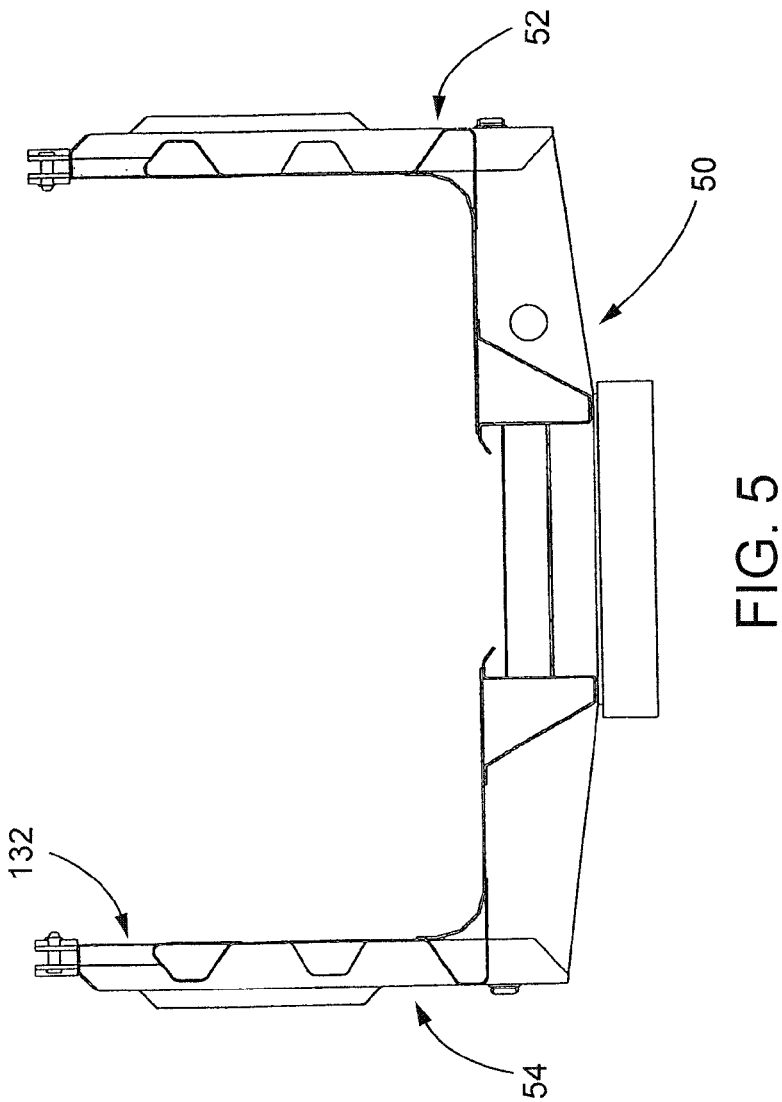
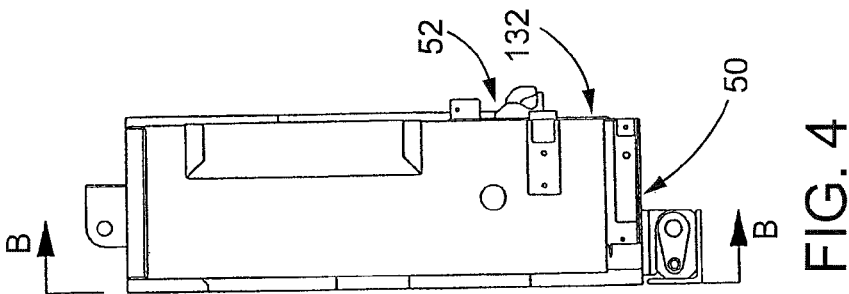
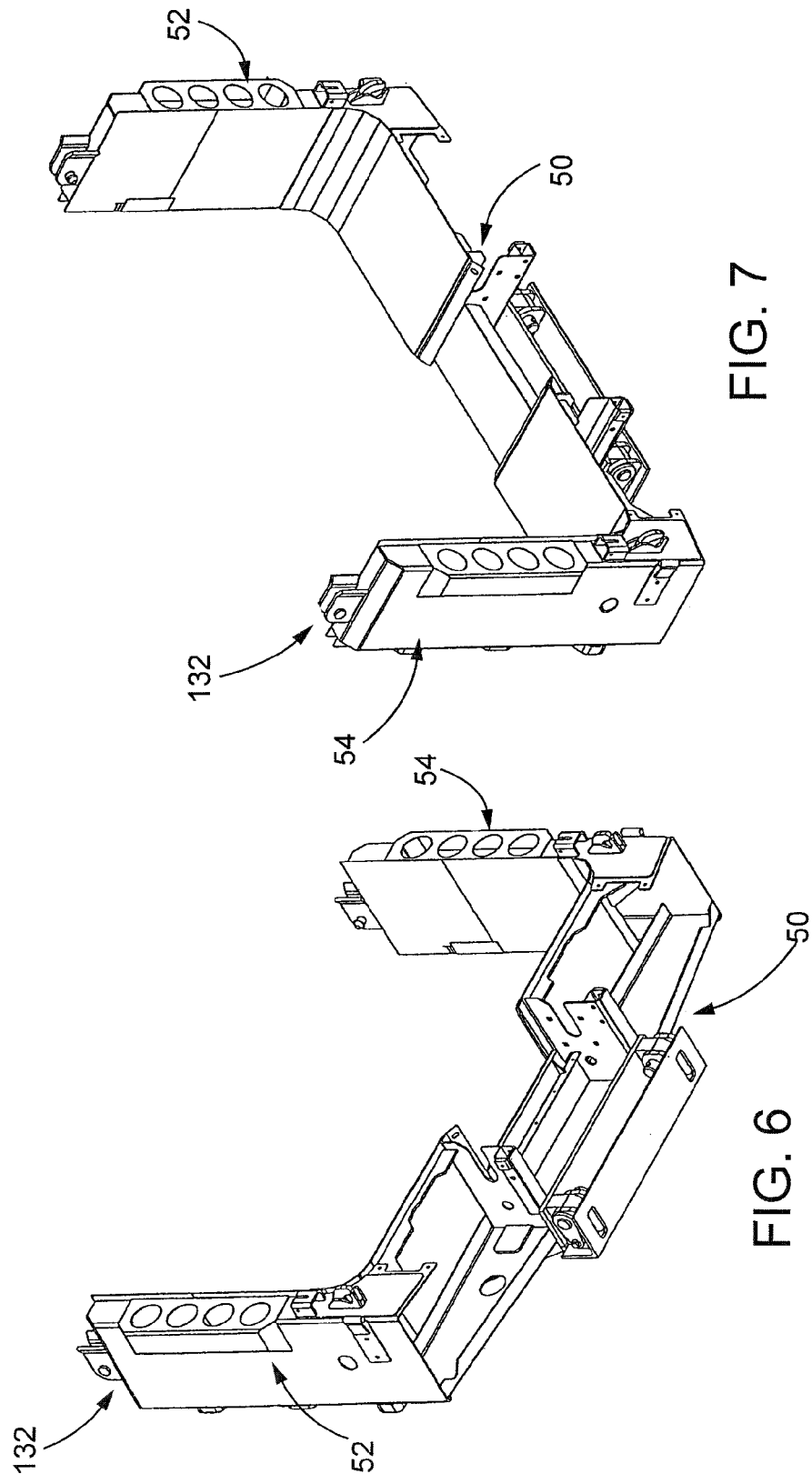
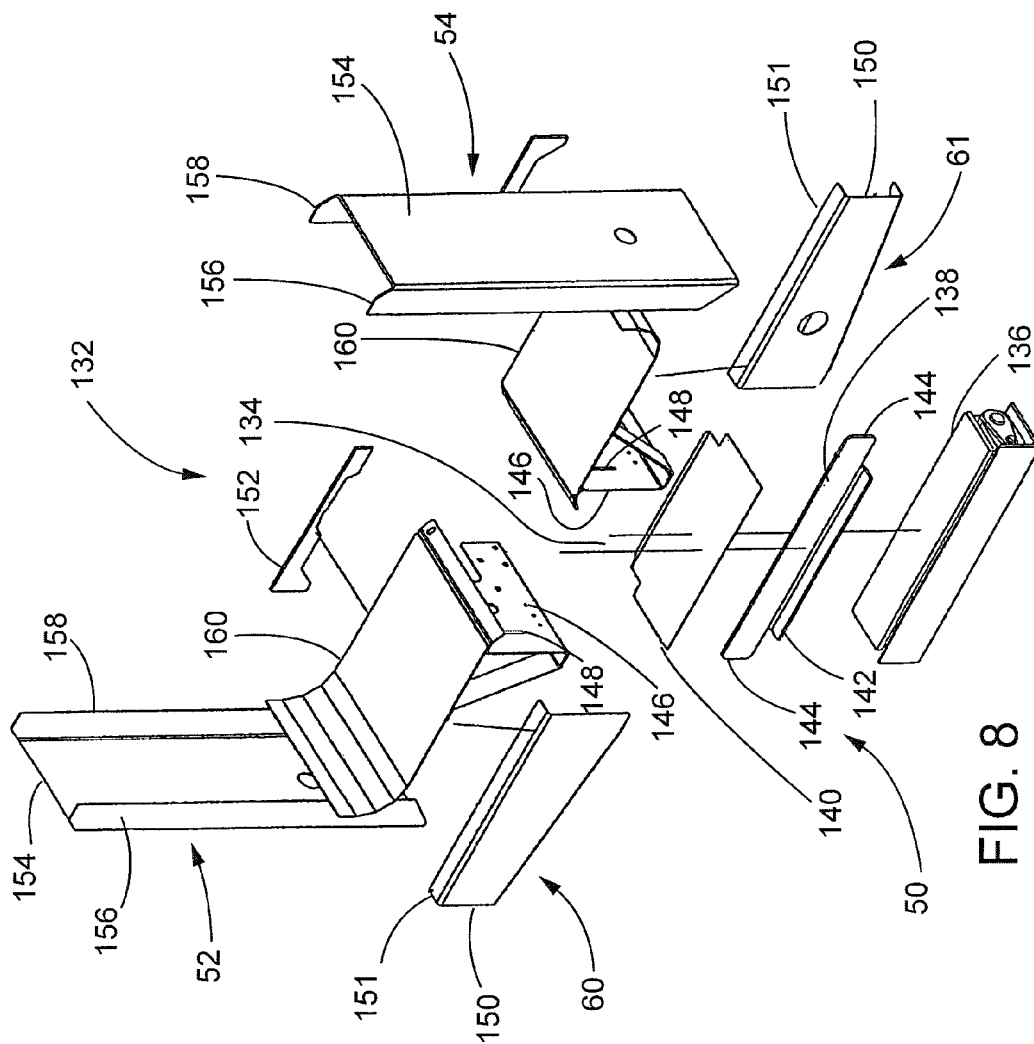


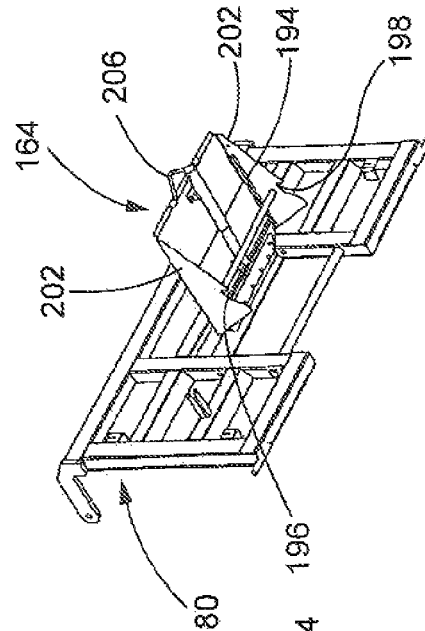
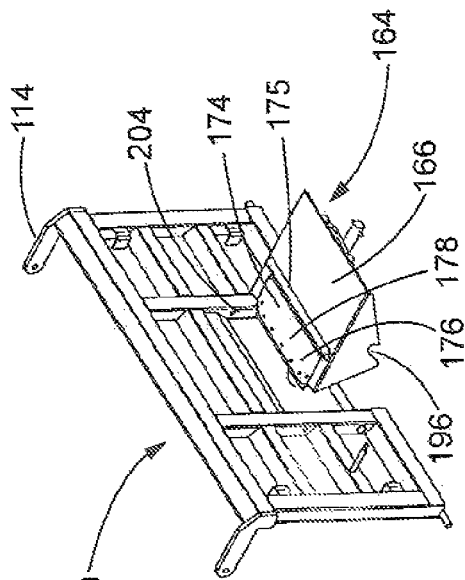
FIG. 2



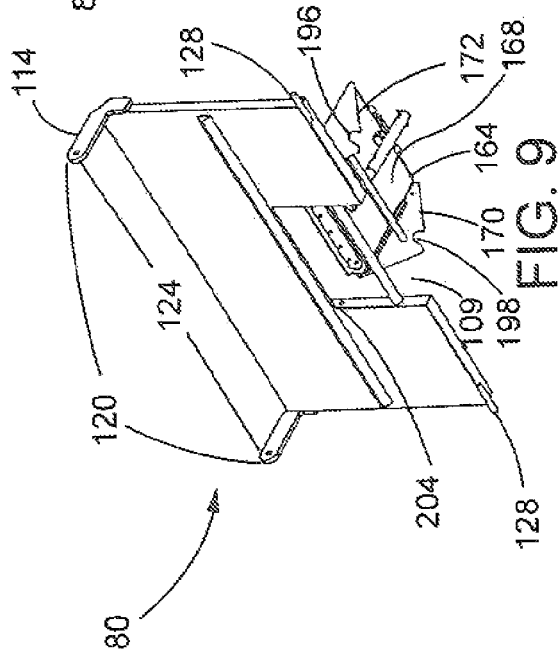




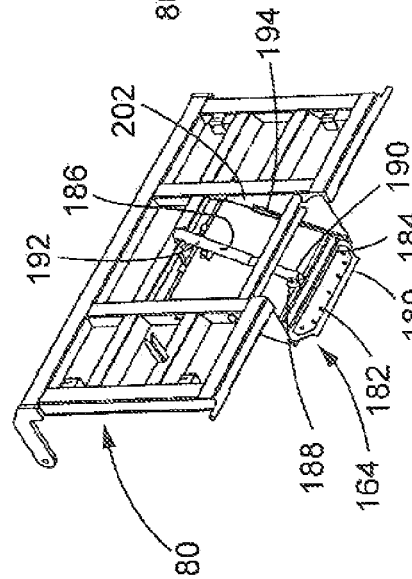
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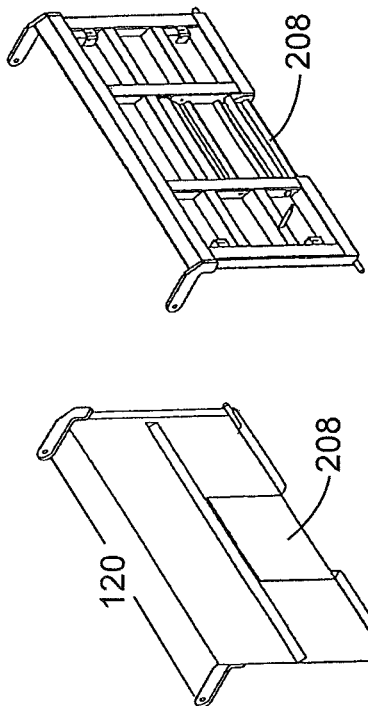


FIG. 13

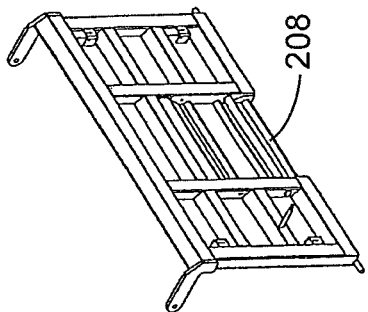


FIG. 14

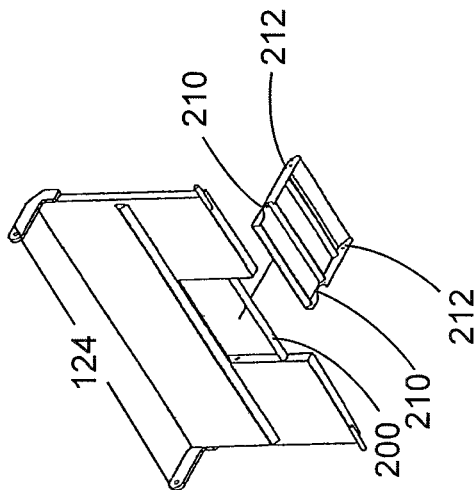


FIG. 15

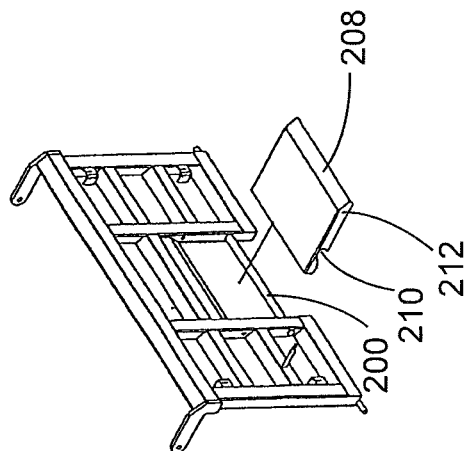
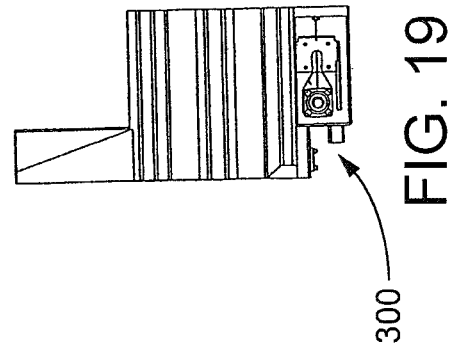
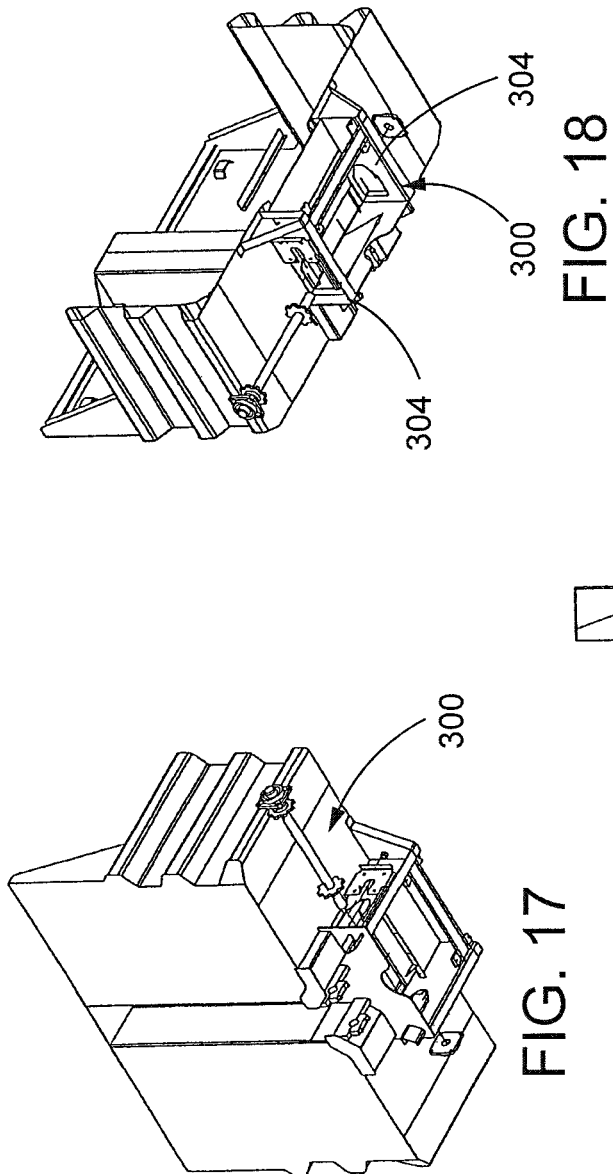
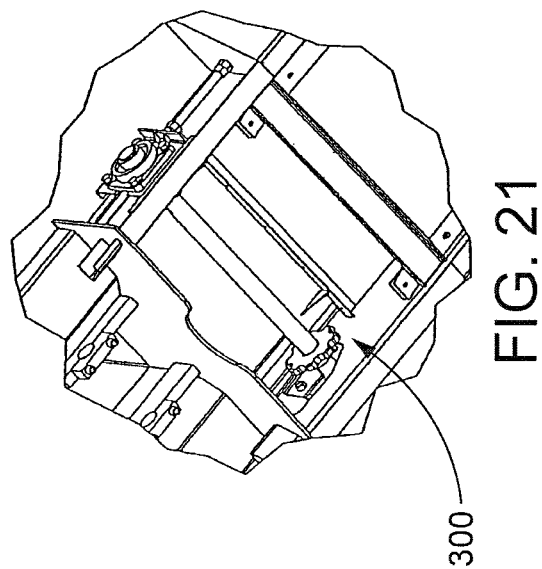
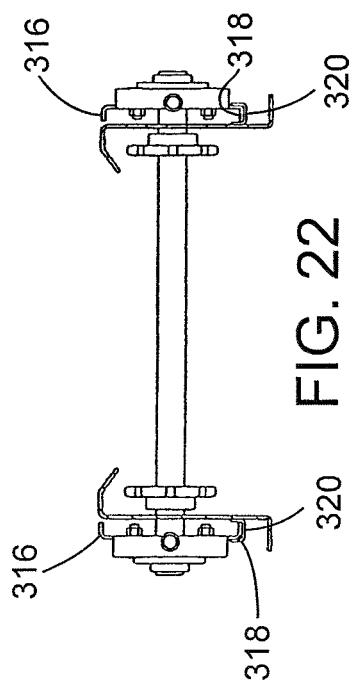
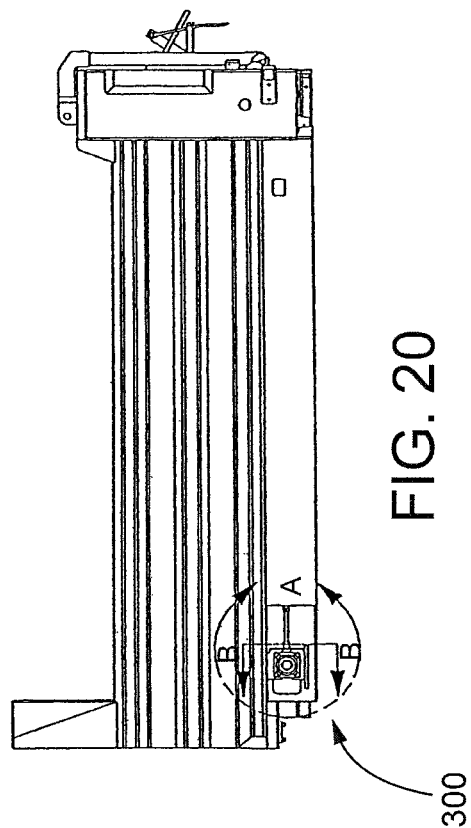
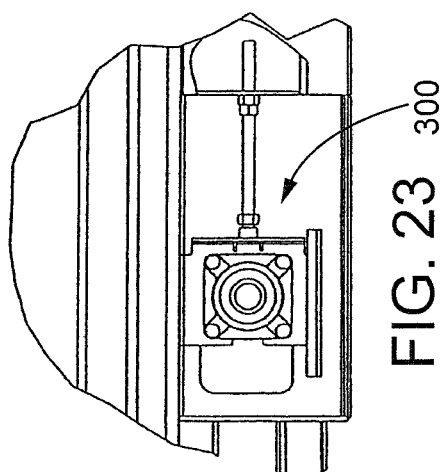


FIG. 16





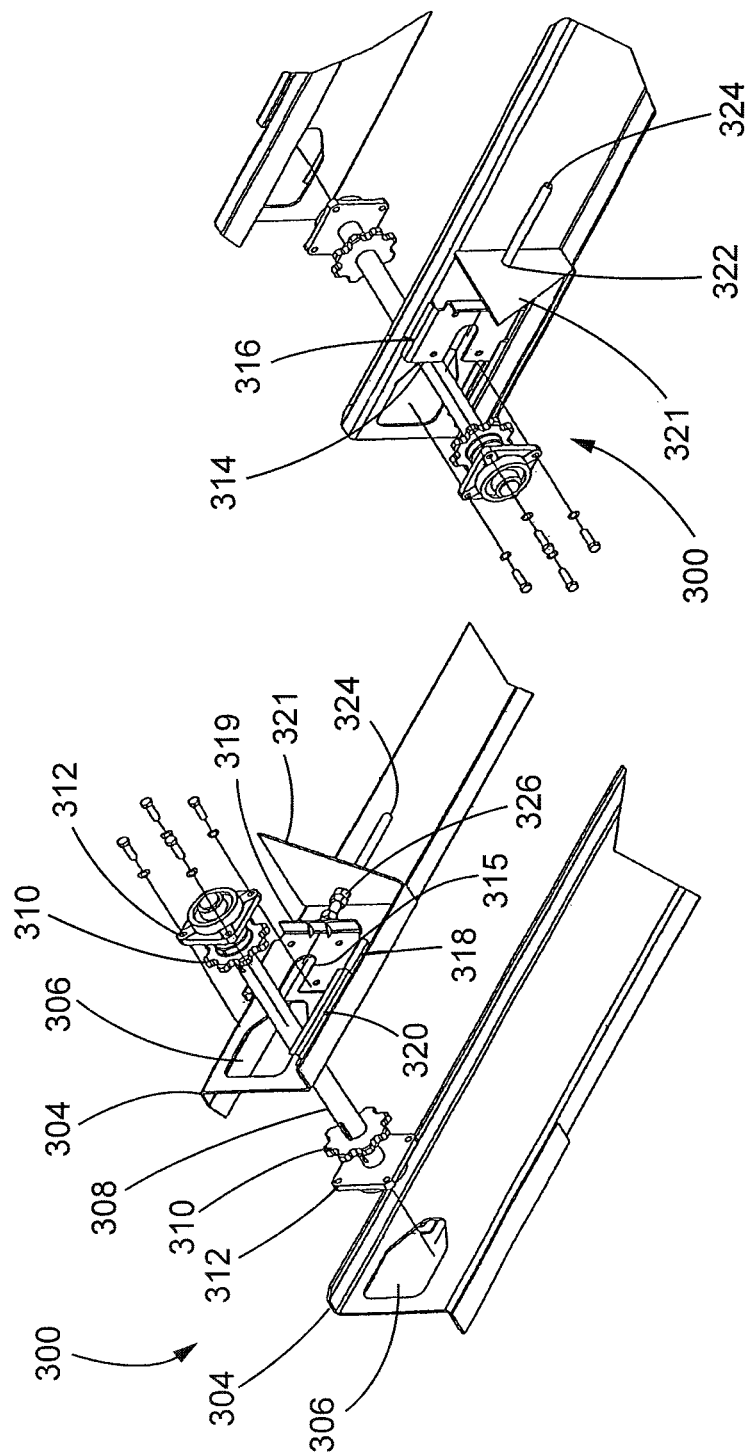


FIG. 25

FIG. 24

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**VEHICLE WITH COMBINATION BODY,
TAILGATE, AND CONVEYOR ASSEMBLY****CROSS-REFERENCE TO RELATED
APPLICATIONS**

This patent application claims the benefit of priority to U.S. Provisional Patent Application No. 61/299,623, filed on Jan. 29, 2010, and entitled "Vehicle With Combination Body, Tailgate, And Conveyor Assembly," which is incorporated in its entirety herein by this reference.

BACKGROUND OF THE INVENTION

One type of apparatus which provides for both the dumping and spreading of material, such as sand, salt, gravel, asphalt and the like, onto a surface is commonly referred to as a combination body. Combination bodies are so named because they provide, in combination, both dumping and spreading functions. Examples of combination bodies are shown and described in U.S. Pat. Nos. 5,400,974; 5,772,389; and 6,394,735.

In general, combination bodies are pivotally mounted to the chassis of a vehicle, typically a truck chassis. Although the bodies can be mounted so as to pivot in one or more directions, the most common mounting arrangement provides a hinge mechanism on the rear end of the body and a hydraulic cylinder on the front of the body, wherein movement of the cylinder causes the body to pivot about the rear hinge mechanism. This pivoting movement provides the bodies with the ability to dump material from the rear of the bodies.

A tailgate can be provided that covers the rear of the body. The tailgate can pivot into an open position when it is desired to utilize the dumping functionality of the body.

A conventional combination body can further include a conveyor system that transports material residing within the body out of the body and into one or more spreaders mounted on the exterior of the vehicle. The tailgate can include at least one opening therethrough to provide a means by which the material, upon transport by the endless conveyor, can be expelled from the rear of the body. Upon being expelled from the body through the tailgate opening, the material can be directed into a rear spreader at least in part by a cover or tailgate chute affixed to the tailgate.

While existing combination dump and spreader bodies provide many desirable features and advantages, there remain certain problems with these combination bodies. For example, a combination body configured to be used with a tailgate typically has an open rear end, which reduces the overall structural integrity of the body. Providing a conveyor that runs lengthwise down the center of the body further reduces the strength of the body across the body width at the rear end because the middle portion of the main reinforcement of the rear base of the body is removed to make room for the conveyor system. This is especially a problem in a truck body having an essentially flat floor. The reduced strength of the body can lead to the body sagging at its rear end.

In addition, a vehicle with a conventional combination body is often difficult to convert from a "snow truck" to a "general purpose truck." A truck body that can easily be used for both winter and summer applications would be very desirable to help limit the number of vehicles a municipality might need to own and maintain. Furthermore, the ability to rapidly convert a vehicle from a "snow truck" configuration to a "general purpose truck" configuration can increase the municipality's workforce productivity during the winters months because many winters include days having weather

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that allows for, or even requires, work to be done without the interference of the "snow truck" equipment.

Another issue with conventional combination bodies is that they can be very difficult to disassemble. Certain parts of combination bodies, such as the conveying system, often require maintenance. However, limited access can make it difficult to disassemble certain parts of the combination body to perform such maintenance. Often those performing maintenance on the conveying system must intentionally destroy certain parts of the combination body, especially conveyor shafts and the surrounding area, that otherwise are functioning normally to access the parts of the combination body requiring service. This practice is inefficient and wasteful.

In view of the foregoing, there exists various needs in the art. One such need is for a combination body with increased strength which still includes a pivotally mounted tailgate and a conveyor system. A further need exists for a combination body that is readily convertible between a snow truck configuration and a general purpose configuration. An additional need is for a combination body having a conveyor shaft assembly that can be easily and reliably disassembled and reassembled.

SUMMARY OF THE INVENTION

The present disclosure addresses the foregoing and other needs. In one aspect of the present disclosure, there is provided a vehicle including a chassis and a body pivotally secured to the chassis at a hinge. The body includes a front end, first and second side walls in spaced relationship to each other, and an open rear end. A tailgate is pivotally connected to the rear end of the body. A rear body superstructure is provided to reinforce the rear end of the body.

In one embodiment, a vehicle includes a chassis and a body mounted thereto. The body includes a front end, an open rear end in longitudinal spaced relationship to the front end, and first and second side walls in lateral spaced relationship to each other and extending longitudinally between the front end and the open rear end. The body includes a rear body superstructure comprising a C-shaped structural beam extending around the rear end such that the structural beam is in overlapping relationship with the first and second side walls.

In another aspect of the present disclosure, a vehicle includes a body, a tailgate mounted to the body, and a tailgate chute removably mounted to the tailgate. The tailgate chute includes a movable slide plate assembly for selectively opening or closing the chute. The tailgate chute can be easily removable from the tailgate.

In one embodiment, a vehicle includes a chassis and a body mounted thereto. The body has a front end, an open rear end in longitudinal spaced relationship to the front end, and first and second side walls in lateral spaced relationship to each other and extending longitudinally between the front end and the open rear end. A tailgate is pivotally mounted to the open rear end of the body. The tailgate includes an opening therein and a mounting bar extending across the opening. A tailgate chute is removably mounted to the tailgate such that it is in at least partial covering relationship with the opening of the tailgate. The tailgate chute includes a mounting hook adapted to retentively engage the mounting bar of the tailgate.

In yet another aspect of the present disclosure, a vehicle includes a body with a conveyor assembly disposed therein. The conveyor assembly includes means for mounting a conveyor shaft assembly that allow for ready removal.

In one embodiment, a vehicle includes a chassis and a body mounted thereto. The chassis includes a pair of longitudinally

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extending beams in spaced relationship to each other. Each beam has an aperture therethrough. The apertures are substantially aligned with each other. The body has a front end, an open rear end in longitudinal spaced relationship to the front end, and first and second side walls in lateral spaced relationship to each other and extending longitudinally between the front end and the open rear end. A conveyor assembly is disposed within the body and extends generally longitudinally. The conveyor assembly includes a conveyor shaft assembly removably mounted to the chassis. The conveyor shaft assembly includes a shaft having a pair of distal ends. The shaft is adapted to extend between the beams of the chassis such that at least one of the distal ends projects laterally outwardly from a respective beam. The conveyor shaft assembly includes at least one mounting plate movably arranged with one of the distal ends of the shaft such that the mounting plate is longitudinally movable between a mounting position wherein the mounting plate is adapted to support the shaft in a tensioned position and one of a range of relaxed positions wherein the shaft is removable through at least one of the apertures of the beams.

DESCRIPTION OF THE DRAWINGS

FIG. 1 is a side elevational view of an embodiment of a vehicle in accordance with principles of the present disclosure.

FIG. 2 is a bottom perspective view of a body of the vehicle of FIG. 1.

FIG. 3 is an enlarged, detail view taken from the circle A in FIG. 2.

FIG. 4 is a fragmentary, side elevational view of a rear portion of the body of FIG. 2.

FIG. 5 is a cross-sectional view, taken along line B-B in FIG. 4, of the rear portion of the body of FIG. 2.

FIG. 6 is a bottom perspective view of the rear portion of FIG. 4.

FIG. 7 is a top perspective view of the rear portion of FIG. 4.

FIG. 8 is an exploded view of the rear portion of FIG. 4.

FIG. 9 is a bottom, interior perspective view of a tailgate and a tailgate chute of the vehicle of FIG. 1.

FIG. 10 is a top, exterior perspective view of the tailgate and the tailgate chute of FIG. 9.

FIG. 11 is a bottom, exterior perspective view of the tailgate and the tailgate chute of FIG. 9, illustrating the tailgate chute removably mounted to the tailgate.

FIG. 12 is a bottom, exterior perspective view of the tailgate and the tailgate chute of FIG. 9.

FIG. 13 is a bottom, interior perspective view of the tailgate of the vehicle of FIG. 1 and an embodiment of a tailgate opening cover plate.

FIG. 14 is a top, exterior perspective view of the tailgate and the tailgate cover plate of FIG. 13.

FIG. 15 is a bottom, interior perspective view of the tailgate and the tailgate cover plate of FIG. 13, illustrating the cover plate removed from the tailgate.

FIG. 16 is a top, exterior perspective view, as in FIG. 15, of the tailgate and the tailgate cover plate of FIG. 13.

FIG. 17 is a fragmentary, bottom front perspective view of a front portion of the body of the vehicle of FIG. 1 with a front conveyor shaft assembly removed therefrom for illustrative purposes.

FIG. 18 is bottom rear perspective view of the front portion of the body of FIG. 17.

FIG. 19 is a side elevational view of the front portion of the body of FIG. 17.

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FIG. 20 is a side elevational view of the body of the vehicle of FIG. 1.

FIG. 21 is a fragmentary, bottom perspective view of the front conveyor shaft assembly mounted to the body of the vehicle of FIG. 1.

FIG. 22 is a cross-sectional view of the body and the front conveyor shaft assembly taken along line B-B in FIG. 20.

FIG. 23 is an enlarged detail view taken from the circle A in FIG. 20.

FIG. 24 is a bottom perspective view of the front conveyor shaft assembly and a fragmentary perspective view of a chassis of the vehicle of FIG. 1.

FIG. 25 is a top perspective view of the front conveyor shaft assembly and the chassis as in FIG. 24.

DETAILED DESCRIPTION OF EMBODIMENTS OF THE INVENTION

In accordance with the teachings of the present disclosure, there is provided a vehicle having a body with an open rear end that is strengthened by a rear body superstructure. In some embodiments, the rear body superstructure comprises a continuous C-shaped structural beam extending around the rear end of the body.

In other embodiments, the vehicle can include a tailgate pivotally mounted to the open rear end of the body. The tailgate can include an opening therein and a mounting bar extending across the opening. A tailgate chute can be removably mounted to the tailgate such that it at least partially covers the opening in the tailgate. The tailgate chute can include a pair of mounting hooks adapted to retentively engage the mounting bar of the tailgate. The tailgate chute can include a movable slide plate assembly for selectively opening or closing the chute.

In yet other embodiments, the vehicle can include a conveyor assembly disposed within the body. The conveyor assembly can include at least one, quick-release conveyor shaft. The shaft can be mounted to the chassis of the vehicle. The chassis can include a pair of beams each having an aperture therethrough adapted to allow the conveyor shaft to fit therethrough. At least one bearing mounting plate is provided to support the conveyor shaft in a tensioned position.

Turning now to the drawings, there is shown in FIG. 1 an embodiment of a vehicle 40 having a chassis 42 and a combination body 100 mounted thereto and adapted to dump and spread material stored therein. The body 100 has a front end 102, an open rear end 104 in longitudinal spaced relationship to the front end 102, a pair of side walls 106, 108 in lateral spaced relationship to each other and extending longitudinally between the front end 102 and the open rear end 104 (see FIG. 2), and a substantially flat floor.

The body 100 is pivotally mounted to a chassis 42 about a pivot axis 110 which extends perpendicularly to the length of the body 100. More specifically, the body 100 is connected to the chassis 42 by a rear hinge assembly 112 which allows for pivotal movement about the pivot axis 110.

The vehicle 40 includes a hoist, which typically includes a hydraulic cylinder, connected between the body 100 and the chassis 42 for pivoting the body 100 about the pivot axis 110 relative to the chassis 42. The hoist is disposed at a point forward the pivot axis 110 of the body 100. The hoist is operable to pivot the front end 102 on the rear hinge assembly 112 about the pivot axis 110 over a range of travel between a lowered position (as shown in FIG. 1) and a raised position suitable for dumping operations.

There is also provided a conveyor assembly for selectively conveying materials from the body 100. The conveyor assem-

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bly includes an endless conveyor **44** disposed between the side walls **106, 108** in an opening in the floor and extending longitudinally from the front end **102** to the rear end **104** of the body **100**. The conveyor is configured to engage material in the body **100** and carry the material toward the rear end **104**. The conveyor assembly can be driven by one or more motors mounted in any number of suitable locations on the vehicle.

In other embodiments, the conveyor assembly can include a cross-conveyor disposed adjacent the front end **102** of the body **100**. The endless conveyor **44** can also be driven in a forward direction such that material stored within the body **100** is urged to the front end **102** of the body **100** to be expelled either side of the body via the cross conveyor.

Referring to FIGS. **1, 9** and **10**, a tailgate **114** is provided at the rear end **104** of the body **100** and extends transversely between the side walls **106, 108**. The tailgate **114** is releasably and pivotably secured to rear end **104** of the body **100** at an upper pivot axis **116** and a lower pivot axis **118**, both axes **116, 118** being perpendicular to the length of the body **100**.

Referring to FIG. **9**, the tailgate **114** includes an opening **109** through which conveyed material can be expelled from the body **100** via the conveyor assembly. To provide for the upper pivot axis **116**, the tailgate **114** includes a pair of side support arms **120** at its upper end that cooperate with complementary brackets **122** on the side walls **106, 108** of the body (see FIG. **2**) for securing the tailgate **114** on the rear end **104** of the body **100**. The support arms **120** each include a hole **124** for receiving a pin **126**, retained by the bracket **122**, therethrough to pivotally connect the tailgate **114** to the body **100** about the upper pivot axis **116**.

Referring to FIG. **9**, the tailgate **114** also includes a pair of posts **128** affixed to its lower end that extend outwardly toward the side walls **106, 108** when the tailgate **114** is mounted to the body. The posts **128** can be pivotally secured to a pair of mounts **130** on the body **100** (see FIG. **3**) to provide for pivotal movement about the lower pivot axis **118** of the tailgate **114**. The posts **128** may be released from the mounts **130** to allow the tailgate **114** to pivot about its upper pivot axis **116** to facilitate dumping of material from the body **100**.

In other embodiments, one or more spreaders can be provided for spreading material the conveyor assembly expels from the body. For example, a spreader can be disposed adjacent the rear end **104** of the body such that it receives material that falls from the end of the endless conveyor **44**.

Referring to FIGS. **2-8**, in accordance with an aspect of the present disclosure, an embodiment of a rear body superstructure **132** is shown mounted to the body **100**. The rear body superstructure **132** is located adjacent the rear end **104** of the body **100** and generally forms a "C"-shaped reinforcement beam about the rear end **104** of the body **100**. The superstructure advantageously provide strength and resistance to bending of the rear end **104** of the body **100**. The rear body superstructure **132** includes a C-shaped structural beam extending around the rear end **104** such that the structural beam is in overlapping relationship with the first side wall **106**, the floor, and the second side wall **108**.

Referring to FIGS. **4-7**, the superstructure **132** includes a floor support beam **50** and a pair of upright bolsters **52, 54**. The floor support beam **50** has a pair of ends and extends between the first and second side walls **106, 108** across the opening in the floor of the body that accommodates the endless conveyor **44**. The bolsters **52, 54** respectively extend upwardly from the ends of the floor support beam along a respective side wall **106, 108**. The bolsters **52, 54** and the floor support beam **50** cooperate together to form a C-shaped beam.

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Referring to FIG. **8**, the floor support beam **50** includes a center reinforcing section **134** and a pair of flanking body support sections **60, 61**. The center reinforcing section **134** and the flanking body support sections **60, 61** extend in a generally horizontal fashion between the sidewalls of the body to define a floor support beam **50** for the body.

The center reinforcing section **134** includes a main center beam **138**. Each body support section **60, 61** includes an apron **150** in the form of a structural, tapered channel. The aprons **150** tie the main center beam **138** to a respective rear bolster **52, 54**.

The center reinforcing section **134** includes a rear hinge plate **136**, the main center beam **138**, and the conveyor floor **140**. The rear hinge plate **136** is attached across a pair of pivot blocks as part of the rear hinge assembly **112**. The rear hinge plate **136** is connected to the main center beam **138** providing further support. As shown in FIG. **8**, the main center beam **138** includes a lip **142** that can be used to connect the main center beam **138** to the rear hinge plate **136**. Referring to FIGS. **2** and **3**, the main center beam **138** can be attached to the rear hinge plate **136** by welding or any other suitable technique. The main center beam **138** also includes tabs **144**, each projecting toward a respective side walls **106** and **108** of the body. The conveyor floor **140** extends the length of the body underneath the conveyor. The conveyor floor **140** connects to the main center beam **138** to provide further support to the superstructure **132**.

The main center beam **138** can act to carry the load from side wall to side wall. The rear hinge plate **136** can act as a bottom flange of the main center beam **138**. The floor of the conveyor can act as a top flange of the main center beam **138**. Together, the floor of the conveyor area, the main center beam, and the rear hinge plate can act as an I-beam. The main center beam **138** comprises the web, and the conveyor area floor and the rear hinge plate comprise the top and bottom flanges, respectively.

The body **100** includes a pair of rear sills **146** that each has a slot **148** therein. The slots **148** are sized to allow the tabs **144** of the main center beam **138** to extend therethrough so that the main center beam **138** can be connected to the aprons.

Each body support section **60, 61** includes one of the aprons **150** and one of a pair of floor support bars **152**. The rear aprons **150** are placed such that they can be connected to the tabs **144** of the main center beam **138** and the rear sills **146**. Each aprons **150** has a pair of flanges **151** to form a generally C-shaped cross section. The floor support bars **152** are connected to the rear sills **146**. Additionally, the conveyor floor support **140** is connected to the rear sills **146**.

Each of the rear bolsters **52, 54** is generally vertical and forms a respective portion of the sidewalls **106, 108**. The rear bolsters **52, 54** each include a side panel **154**, a front flange **156** and a rear flange **158**. The front flanges **156** of the rear bolsters **52, 54** are connected to the rear aprons **150**. The rear flanges **158** of the rear bolsters **52, 54** are connected to the body floor support bars **152**.

Body floor pieces **160** extend the length of the body **100**. The body floor pieces **160** are connected to the bolsters **54**, the rear aprons **150**, the rear floor support bars **152**, and the rear sills **146**. The body floor pieces **160** can be connected to corresponding body side pieces **162** that also run the length of the body **100**. In other embodiments, the body floor pieces **160** and the body side pieces can be formed from one continuous piece.

Referring to FIGS. **9-16**, an embodiment of a tailgate system **80** is shown that is suitable for mounting to the body **100**. A tailgate can be pivotally mounted to an open rear end of a body. The tailgate can include an opening therein and a

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mounting bar extending across the opening. A tailgate chute can be removably mounted to the tailgate such that it is in at least partial covering relationship with the opening of the tailgate. The tailgate chute includes a mounting hook adapted to retentively engage the mounting bar of the tailgate.

Referring to FIGS. 9-12 an embodiment of a tailgate chute **164** is shown. The tailgate chute **164** is adapted to allow material being discharged by the conveyor assembly from the rear end of the body to exit the body while the tailgate is in the closed position. The tailgate chute **164** is easily removable from the tailgate so that the combination body can be changed for different operations. The tailgate chute **164** includes a movable portion so that a portion of the tailgate can be opened to allow material to be conveyed out of the back of the body in a metered fashion.

The chute **164** is removably mounted to selectively cover the opening **109** in the tailgate **114**. The chute **164** includes a shroud **166**. The shroud **166** has a face **168** and two side walls **170**, **172**. One or more stiffeners **175** can be provided to increase the strength of the shroud **166**.

The face **168** of the shroud **166** includes an opening **174** through which conveyed material can travel. A slide plate assembly **176** is configured to selectively cover the opening **174** of the face **168** when in the closed position and to allow material to pass through the chute **164** when in one of a range of open positions. The slide plate assembly **176** is constructed of a main plate **178**, a seal piece **180**, and a cover plate **182**. The seal piece **180** is sandwiched between the main plate **178** and the cover plate **182**.

The main plate **178**, seal piece **180**, and cover plate **182** can be connected by bolts or any other suitable means. The seal piece **180** can be constructed of rubber or any other suitable material that can provide a sufficient engaging seal against the conveyor when the slide plate assembly **176** is in the closed position. The slide plate assembly **176** can include one or more stiffeners **184** to increase the strength of the slide plate assembly **176**.

An actuator **186** in the form of a screw jack, for example, can be provided to move the slide plate assembly over a range of travel between the closed position and a range of open positions. The screw jack **186** is attached at a lower end **188** to the slide plate assembly **176** by tabs **190** mounted to the screw plate assembly **176**. The screw jack **186** can also be attached at an upper end **192** to the shroud **166** such that when the screw jack **186** is activated, it can move the slide gate assembly **176** between an open position and a closed position. The chute **164** can include guides **194** adapted to guide the slide gate assembly **176** as it moves between a closed position and an open position.

The chute **164** is designed such that it can be readily moved between an installed position (see FIG. 11) and an uninstalled position (see FIG. 9). The chute **164** includes a pair of mounting hooks **196**, **198** on the shroud sidewalls **170**, **172**. The mounting hooks **196**, **198** are adapted to retentively engage a mounting bar **200** attached to the tailgate **114** when the chute **164** is in the installed position. The mounting bar **200** is attached by welding or any other appropriate means to the tailgate **114** and can provide additional strength to the tailgate **114**. The chute also includes one or more mounting apertures **202** located and configured to matingly align with corresponding mounting apertures **204** in the tailgate **114**. When the chute **164** is in the installed position, pins or other connectors can be inserted through the aligned chute apertures **202** and the tailgate apertures **204** to retain the chute **164** in the installed position.

The chute **164** includes a lift hook **206** to facilitate the installation and the removal of the chute using a lifting device,

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such as a winch, for example. The lift hook **206** can be attached to the shroud **166** by any appropriate means. In this embodiment, the lift hook **206** is pivotally connected to the shroud.

Once the tailgate chute **164** is removed, it can be replaced by another tailgate component. For example, if the conveyor is not in use, the tailgate chute **164** can be replaced by a cover to occlude the opening in the tailgate.

Referring to FIGS. 13-16, an embodiment of a tailgate opening cover **208** is shown. The tailgate opening cover **208** includes a pair of mounting hooks **210** adapted to retentively engage the mounting bar **200** such that it can be removably mounted to the tailgate **114**. The tailgate opening cover **208** can include mounting apertures **212** adapted to matingly align with the mounting apertures **204** of the tailgate **114** to secure the tailgate cover **208** in an installed position via pins or other suitable connectors.

Referring to FIGS. 17-25, an embodiment of a quick release conveyor shaft assembly **300** is shown. The quick release conveyor shaft assembly **300** is disposed at the front of the conveyor assembly. The conveyor shaft assembly **300** allows for the ready installation of the conveyor shaft assembly **300** to the chassis of the vehicle and the ready, complete removal of the conveyor shaft assembly **300** for service, for example.

The conveyor shaft assembly **300** includes a shaft having a pair of distal ends. The shaft is adapted to extend between the beams of the chassis such that at least one of the distal ends projects laterally outwardly from a respective beam. At least one mounting plate is movably arranged with a projecting distal end of the shaft such that the mounting plate is longitudinally movable between a mounting position wherein the mounting plate is adapted to support the shaft in a tensioned position and one of a range of relaxed positions wherein the shaft is removable through at least one of the apertures of the beams.

In other embodiments, the quick release conveyor assembly can be used at the rear end of the conveyor assembly. Further, while the illustrated conveyor shaft assembly **300** is a driven assembly, i.e., an assembly without a motor attached, the conveyor shaft assembly can equally apply to a drive shaft assembly **308**, i.e., with a motor attached.

Referring to FIG. 24, the conveyor shaft assembly **300** includes a conveyor shaft or rod **308**, a plurality of sprockets **310** supported on the shaft **308** and rotatively coupled thereto, a pair of bearings **312**, which are also respectively connected to the ends of the conveyor rod **308**, and a pair of bearing mounting plates **314** adapted to secure the conveyor rod **308** in a tensioned position to the body **100**. The bearings **312** are mounted to the rod **308** such that the shaft **308** is rotatable about its longitudinal axis. Front outer sills **304** of the body each include an aperture **306** adapted to allow the rod **308**, the sprockets **310**, and the bearings **312** to pass through the apertures **306**.

The bearing mounting plates **314** each include a mounting slot **315**, an upper flange **316**, a lower flange **318**, and a tensioning flange **319**. The upper and lower flanges **316**, **318** can be adapted to interact with guides **320** on the sills **304** to allow the bearing mounting plates **318** to slidably engage the conveyor rod **308**, which is supported in the mounting slot **315**. The mounting plates **314** can move over a range of travel forward toward the front end **102** of the body to support the shaft in a tensioned position or rearward toward the rear end **104** of the body **100** to place the shaft in a range of relaxed positions. These directions can be reversed for a quick-release shaft assembly at the rear end of the conveyor. This sliding

motion allows for easy installation and removal of the conveyor shaft **308** and accompanying parts.

Tensioning tabs **321**, attached to the sills **304**, each include an aperture **322** through which extends a threaded rod **324**. The threaded rod **324** can be threadingly advanced toward the tensioning flange **319** of the mounting plates **314** until the rod engages the tensioning flange **319**. Continued advancement of the threaded rod slides the mounting plate into mounted engagement with the conveyor rod **308** such that the conveyor rod **308** is in a tensioned position. A plurality of nuts **326** can be provided to retain the threaded rod **324** in a desired position.

Each mounting plate **314** includes a plurality of mounting holes adapted to matingly align with mounting holes of the corresponding bearing **312**. Suitable threaded fasteners and nuts can be used to mount the bearings **312** to the respective mounting plates **314**.

With the bearings **312**, the conveyor rod **308**, and the sprockets **310** connected together, chains can be installed which can be entrained around the sprockets **310** and linked to corresponding sprockets at the rear end **104** of the conveyor system. The conveyor rod **308** can be disposed in the mounting slots **315** of the mounting plates **314**. The threaded rods **324** may be advanced to apply force to the tensioning flange **319** of the bearing mounting plate **314**. This force causes the bearing mounting plate to move towards the front end **102** of the body **100**. The inter-engagement of the conveyor rod **308** and the slots **315** of the bearing plates **314** cause the conveyor rod **308** to move, in turn, toward the front of the body, thereby tightening the chains entrained around the sprockets and moving the front conveyor assembly **300** to a tensioned position.

To remove, the threaded rods **324** can be threadingly retracted toward the rear end of the body, thereby slackening the tension of the chains entrained around the sprockets **310**. The threaded rods **324** can be retracted a sufficient distance to allow an operator to remove the chains from the sprockets **310** and to allow the mounting plate **314** to no longer be in overlying relationship with the aperture **306** in the sill **304**. The bearings **312**, the conveyor rod **308**, and the sprockets **310** can be removed, as a unit, from its installed position through the aperture **306**.

All references, including publications, patent applications, and patents, cited herein are hereby incorporated by reference to the same extent as if each reference were individually and specifically indicated to be incorporated by reference and were set forth in its entirety herein.

The use of the terms “a” and “an” and “the” and similar referents in the context of describing the invention (especially in the context of the following claims) are to be construed to cover both the singular and the plural, unless otherwise indicated herein or clearly contradicted by context. The terms “comprising,” “having,” “including,” and “containing” are to be construed as open-ended terms (i.e., meaning “including, but not limited to,”) unless otherwise noted. Recitation of ranges of values herein are merely intended to serve as a shorthand method of referring individually to each separate value falling within the range, unless otherwise indicated herein, and each separate value is incorporated into the specification as if it were individually recited herein. All methods described herein can be performed in any suitable order unless otherwise indicated herein or otherwise clearly contradicted by context. The use of any and all examples, or exemplary language (e.g., “such as”) provided herein, is intended merely to better illuminate the invention and does not pose a limitation on the scope of the invention unless otherwise claimed. No language in the specification should be

construed as indicating any non-claimed element as essential to the practice of the invention.

Preferred embodiments of this invention are described herein, including the best mode known to the inventors for carrying out the invention. Variations of those preferred embodiments may become apparent to those of ordinary skill in the art upon reading the foregoing description. The inventors expect skilled artisans to employ such variations as appropriate, and the inventors intend for the invention to be practiced otherwise than as specifically described herein. Accordingly, this invention includes all modifications and equivalents of the subject matter recited in the claims appended hereto as permitted by applicable law. Moreover, any combination of the above-described elements in all possible variations thereof is encompassed by the invention unless otherwise indicated herein or otherwise clearly contradicted by context.

What is claimed is:

1. A vehicle comprising:

a chassis;

a body mounted to the chassis, the body having a front end, an open rear end in longitudinal spaced relationship to the front end, and first and second side walls in lateral spaced relationship to each other and extending longitudinally between the front end and the open rear end;

a tailgate pivotally mounted to the open rear end of the body, the tailgate including an opening therein and a mounting bar mounted to the tailgate and extending across the opening;

a tailgate chute removably mounted to the tailgate such that the tailgate chute is in at least partial covering relationship with the opening of the tailgate, the tailgate chute including a shroud having at least one side wall defining a U-shaped mounting hook adapted to retentively engage the mounting bar of the tailgate such that the shroud is removably mounted to the tailgate.

2. The vehicle of claim 1, wherein the tailgate chute includes a pair of side walls each defining mounting hooks each adapted to retentively and releasably engage the mounting bar.

3. The vehicle of claim 2, wherein the tailgate chute includes a chute opening and a movable slide plate assembly configured to selectively cover the chute opening when in a closed position and to allow material to pass through the chute opening when in one of a range of open positions.

4. The vehicle of claim 3, wherein the slide plate assembly includes a main plate, a seal piece, and a cover plate, the seal piece being disposed between the main plate and the cover plate.

5. The vehicle of claim 4, further comprising:

a conveyor assembly adapted to selectively convey material from the body, the conveyor assembly including an endless conveyor disposed between the side walls and extending longitudinally from the front end to the rear end of the body;

wherein the seal piece of the slide plate assembly is adapted to sealingly engage the conveyor when the slide plate assembly is in the closed position.

6. The vehicle of claim 3, wherein the slide plate assembly includes an actuator adapted to move the slide plate assembly over a range of travel between the closed position and a range of open positions.

7. The vehicle of claim 2, wherein shroud further includes a face, the face of the shroud defining the chute opening.

8. The vehicle of claim 2, wherein the chute includes a mounting aperture located and configured to matingly align with a corresponding mounting aperture in the tailgate, the

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mounting apertures adapted to receive a connector there-through to retain the tailgate chute with respect to the tailgate.

9. The vehicle of claim 1, wherein the tailgate chute includes a lift hook.

10. The vehicle of claim 1, wherein the tailgate is releasably and pivotably secured to the rear end of the body such that the tailgate can pivot about at least one of an upper pivot axis and a lower pivot axis.

11. The vehicle of claim 1, further comprising:

a tailgate opening cover, the tailgate opening cover including a pair of mounting hooks adapted to retentively engage the mounting bar of the tailgate such that the tailgate opening cover is removably mountable to the tailgate when the tailgate chute is removed.

12. A vehicle comprising:

a chassis;

a body mounted to the chassis, the body having a front end, an open rear end in longitudinal spaced relationship to the front end, and first and second side walls in lateral spaced relationship to each other and extending longitudinally between the front end and the open rear end, the body including a pair of longitudinally extending beams in spaced relationship to each other, each beam having an aperture therethrough, and the apertures being substantially aligned with each other;

a conveyor assembly disposed within the body and extending generally longitudinally, the conveyor assembly including a conveyor shaft assembly removably mounted to the body via at least one mounting plate, the conveyor shaft assembly including a shaft and a plurality of sprockets:

the shaft having a pair of distal ends, the shaft adapted to extend between the beams of the body such that at least one of the distal ends projects laterally outwardly from a respective beam, and

the plurality of sprockets supported on the shaft and rotatably coupled thereto; and

wherein said at least one mounting plate is movably arranged with one of the distal ends of the shaft such that the mounting plate is longitudinally movable between a mounting position wherein the mounting plate is adapted to support the shaft in a tensioned position and one of a range of relaxed positions wherein at least one

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of the apertures of the beams is configured to allow the conveyor shaft assembly including the shaft and the sprockets to pass through said aperture as an assembled unit.

13. The vehicle of claim 12, wherein the conveyor shaft assembly includes a pair of bearings respectively connected to the distal ends of the shaft, the bearings are mounted to the shaft such that the shaft is rotatable about a longitudinal axis thereof.

14. The vehicle of claim 13, wherein the conveyor shaft assembly includes a pair of mounting plates adapted to support the shaft in a tensioned position, and the mounting plates are respectively associated with the beams.

15. The vehicle of claim 14, wherein the apertures of the beams are configured to allow the conveyor shaft assembly including the shaft, the sprockets, and the bearings to pass through the apertures as an assembled unit.

16. The vehicle of claim 12, wherein the mounting plate includes a mounting slot and a lower flange, the lower flange adapted to interact with a guide channel projecting outwardly from the beam to allow the mounting plate to slidably engage the shaft such that the shaft is supported in the mounting slot.

17. The vehicle of claim 16, wherein the mounting plate is adapted to be slidably movable in the guide channel over a range of travel forward toward the front end of the body to support the shaft in a tensioned position and rearward toward the rear end of the body to place the shaft in a range of relaxed positions.

18. The vehicle of claim 16, wherein the mounting plate includes a tensioning flange, the beam includes a tensioning tab extending outwardly therefrom, the tensioning tab having an aperture, and a threaded rod extends through the aperture, the threaded rod adapted to threadably advance the tensioning flange of the mounting plate to place the shaft in a tensioned position.

19. The vehicle of claim 12, wherein the mounting plate includes a tensioning flange, the beam includes a tensioning tab extending outwardly therefrom, the tensioning tab having an aperture, and a threaded rod extends through the aperture, the threaded rod adapted to threadably advance the tensioning flange of the mounting plate to place the shaft in a tensioned position.

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